LIGHT RAILWAYS

Number 62

October 1978

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Published by

The Light Railway Research Society of Australia

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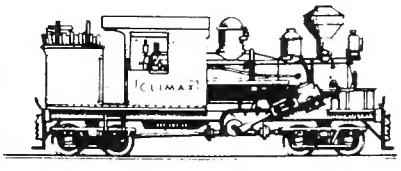

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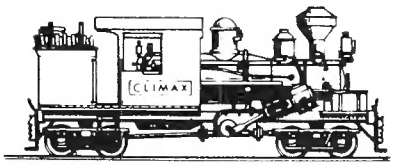

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Whilst every effort is made to ensure the accuracy of articles published in *Light Railways* errors may creep in. Additional information is being discovered all the time, and this sometimes contradicts previous information.

If you see any errors, or can add information, please contact the editor, and so help us to record the full history of Australia's light railways.

Historical references to sums of money in *Light Railways* are in Australia pounds (£). One pound equalled two dollars on changing to decimal currency in 1966.

Articles and news items are always welcome. It greatly assists the editors if they are typed or written on one side of the paper only and double spaced.

Editor's column

Our new publication *Light Railway News* has now reached its sixth issue and is being well supported by the various railway preservation societies. Many of our own members have already contributed to *Light Railway News.* Your contribution would also be greatly appreciated. Write to the editor, John Browning, P.O. Box 111, Indooroopilly, Qld 4068. With so much preservation activity now underway throughout Australia, LRN should have a very bright future, as there is always plenty of news to report, from all states.

Light Railways is not in such a sound situation. The editorial position is now vacant, and despite continual requests for volunteers, there have been no takers for this position. Consequently this may be the last issue published.

There are many publications which the Society has in various stages of production, including 'The Powelltown Book', and a sequel to *Tall Timber and Tramlines.* Publication of these has already been held up too long by the demands of *Light Railways.*

The Council is actively considering its future publishing policy, to ensure that the Society's service to members does not deteriorate should *Light Railways* cease publication. Several alternatives are being considered, and some proposals may be put to members for their consideration in the near future. In the meantime if you have any opinions on the Society's future publishing ventures, make your views known to the Council.

Front Cover: Restored 2ft gauge Krauss 0-4-OT locomotive at work on the Second River Tramway at Karoola, Tasmania, on 4 June 1977. This tramway was described in LR 51, page 20.
Photo: D. Verrier

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Silk's Tramway, Irrewillipe

by Norm Houghton

Ten miles south-west of Colac are the rolling hills of Irrewillipe where the lower slopes of the Otway Ranges merge with the hills of Heytesbury. The country was formerly timbered with a covering of messmate and stringybark trees that were exploited by numerous sawmillers, firewood cutters and charcoal burners between the 1870s and the 1950s. Mills have been operated by the Silk family, Andrew Benallack, Jim Murnane, Sid Armisted, Mat Johnson, Don Kincaid, Norm Gordon, Billings, Shelton and Goldstraw.

The trees in the Irrewillipe forest were of fine quality but were more thinly spaced and of smaller size than those in the heart of the Otways. The gentle nature of the terrain favoured log haulage by animal teams, jinkers, wagons or tractors so tramways were usually not needed. When tramways were employed they were routed along the high ground above those places where the dips between the hills became so waterlogged that transport was hindered. The only major network of tramways in the Irrewillipe forest belonged to the Silk's, a family with two claims to historical importance in Otway sawmilling as allegedly being the first to mill timber and having the first permanent sawmilling operation.

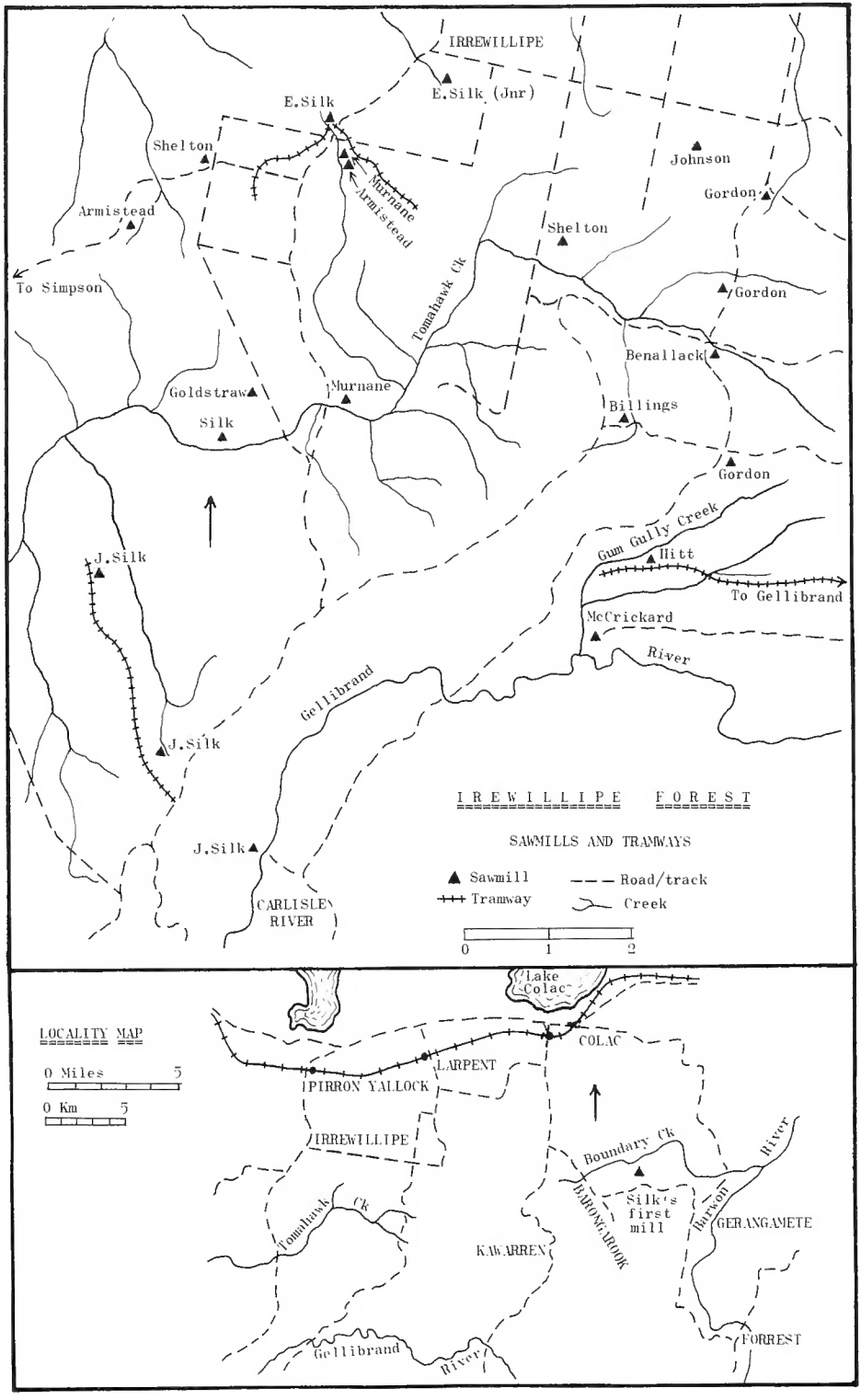
Edward Silk arrived in Colac in 1848 and established himself as the town's first blacksmith in 1849.[1] He also carried on the trade of carpenter and wheelwright. Silk set up a sawmill seven miles south-east of Colac in the Boundary Creek valley between the future sites of Barongarook and Gerangamete and by popular tradition put the first ever lot of the Otway timber to the saw. The mill site is identifiable to this day by the mill dam earthworks[2] but the dating remains conjectural. If the tradition is reliable then Silk's first mill must have been built between 1849 to 1852 i.e. after his arrival in Colac and before the mills at Apollo Bay began operating from 1852. Otway sawmills in those days operated spasmodically on a seasonal basis depending on market and weather conditions and Silk was no different to his contemporaries. Apart from his sawmill, Silk developed some form of interest (timber?) in the Lorne area during the 1850s when the timber trade temporarily boomed during the gold rush era. Silk's Hill at Benwerrin and Silk's Track at Lorne commemorate this association.

Silk worked his Gerangamete mill on and off for a number of years and then moved to Irrewillipe in 1869. The new mill was sited on the north bank of a tributary of the Tomahawk Creek[3] and logs were obtained over two tramlines each more than a mile in length.[4] The tramways were powered by horse and laid with wooden rails. No details are known about the gauge and construction methods. One tramway ran south-east through the bottom end of Barlow's property and beyond while the other ran south west along the high ground for about three quarters of a mile before turning south (across the present Colac-Simpson road) and continuing into the bush.

The leading team driver at this mill was renowned in the district for his command of horses. He could drive a team without reins simply by ordering the animals to do his bidding, but he severely tested the patience of his employer with his rough handling of the equipment. If a wagon or jinker became bogged he would get the team almost literally laying on their bellies trying to drag the vehicle free until the chains broke or the shafts were pulled out. On the tramline one of the horses became accustomed to having a feed as soon as the mill whistle blew for dinner time. One day the regular driver was absent and while the replacement driver was heading the log load back to the mill the whistle blew. The driver decided to continue and stop for dinner only when he arrived at the mill, but the horse began to fidget and turn its head towards its nose bag hanging on the load and so insistent and uncontrollable did it become that the driver had to stop before the irritated horse derailed the truck.[5]

Silk's timber was sold in Colac, parts of the Western District and in Geelong and the name of Silk became a household word amongst the early pioneers. One reason for this fame was that only two mills were present in the Colac district during the mid 1870s.[6] There were few sawmills operating in the Otways during those times because of access difficulties and the distance of the Otways from the major markets on the goldfields. Otway mills were not worked intensively from around 1860 to 1895, a period when plentiful timber supplies were available adjacent to the gold towns. An illustration of this relative lack of importance can be seen in a Department of Agriculture sawmill return of 1883 that lists a mere six Otway mills in the State Forest as against thirty-three in the Bullarook Forest, nine at Mount Cole and nineteen for the rest of Victoria. It was only after the Forrest and Beech Forest railways were opened that Otway sawmilling moved into its commanding place in the western half of the state.

In 1878-80 John Silk took over the mill from his father and began working it on a basis that gave him the title of the first permanent sawmiller in the Otways i.e. he worked


IRREWILLIPE
E.Silk
E.Silk (Jnr)
Shelton
Johnson
Gordon
Armistead
Murnane
Armistead
Shelton
To Simpson
Tomahawk Ck
Gordon
Benallack
Goldstraw
Murnane
Billings
Silk
Gordon
Gum Gully Creek
J.Silk
Hitt
To Gellibrand
McCrickard
River
Gellibrand
J.Silk
IREWILLIPE FOREST
SAWMILLS AND TRAMWAYS
Sawmill
Road/track
Tramway
Creek
0 1 2
J.Silk
CARLISLE RIVER
LOCALITY MAP
0 Miles 5
0 Km 5
Lake Colac
COLAC
LARPENT
PIRRON YALLOCK
IRREWILLIPE
Boundary Ck
River
Tomahawk Ck
Silk's first mill
KAWARREN
BARHONGARUOK
Barwon
GERANGAMETE
FORREST
Gellibrand River

it regularly every year during the dry months.[7] During winter time Silk and some of his men would repair machinery, wagons etc. The railway construction boom of the 1880s and the opening of parts of the Otways for closer settlement gave a guaranteed market such as had not existed before and no doubt this was in some measure responsible for John Silk's decision to operate on a regular basis. Silk's mill was powered by a fifteen horsepower steam engine that drove vertical saws and cut about 3,000 super feet of timber a day. Nine men were employed and two jinkers were used for log haulage.[8] When the Geelong to Colac railway was extended to Camperdown in 1883 Silk began using the Pirron Yallock station to despatch his timber to markets.

Silk operated on the site in partnership with his brother Edward until the mill burnt down and then moved four miles to the south and built another mill on the Tomahawk Creek. Logs for the mill were brought in by the jinkers and the sawn timber carted out of the bush by wagons.

In 1892 John Silk selected a farm at Carlisle River and in the following year he shifted the Tomahawk mill to that location. Edward Silk (Jnr) remained at Irrewillipe and engaged in blacksmithing, horse-breaking, fencing and engine driving to earn his living. John Silk placed his first Carlisle mill about a mile from the Tomahawk Creek, on the side of the ridge that stretched east to the Gellibrand River. Logs were brought in by jinker and possibly by tramway. The sawn timber was carted to Pirron Yallock by two separate means. One way was over a wagon route that ran north from the mill, crossed the Tomahawk to the east of Silk's previous mill, and continued north until it met the main road. The second route was by a horse hauled wooden rail tramway that was laid south-east for about two miles to the top of the ridge[9] where the timber was transferred to wagons, carted along the ridge track, taken over the Tomahawk and a connection made with the main road.

When the area was cut out the mill was moved to near the top of the ridge and placed about 400 yards east of the tramway. No connection was made with the tramway as jinkers and wagons were exclusively used for cartage at this mill. Around 1911 Silk relocated his mill for the last time when he placed it below his house, almost on the Gellibrand River. His son Will helped to run it. By this time Silk was not milling on a large scale and cut mainly for local consumption. The mill plant remained in occasional use for the next twenty years. Edward Silk (Jnr) went back into sawmilling in 1912 when he built a mill on the slope behind the present Irrewillipe school and operated it until around 1920.

Today, little tangible evidence remains of Silk's pioneering efforts. Knowledgeable local residents who recall the sawdust heaps and tramway road beds are the few who can point out the features that have long since been obliterated by the weather, bushfires, ploughs and the most efficient destructor of all, the bulldozer. Even the bush has disappeared for the western end of the Irrewillipe forest was flattened during he 1950s and the 1960s to make way for the Heytesbury farming scheme.

Sources

This article is largely based on information and biographical details provided by descendants of Edward Silk and residents of Irrewillipe.

1. *History of Colac,* Isaac Hebb, Hawthorn Press, Melbourne 1970, p.35.
2. Gerangamete mill location provided by Jim Speirs of Forrest
3. Silk's mill locations provided by Eric Murnane
4. Tram route plotted from information provided by Eric Murnane and Mat Barlow
5. Stories from Fred Stanford, son of the engine driver at Silk's mills
6. *History of Colac, p.304*
7. Date supplied by Mrs Silk. Title confirmed from notes of G.F. Sydenham, Colac Shire Valuer 1909-19, presently held by Shire of Otway, Beech Forest
8. Department of Agriculture Report, 1883
9. Tram route plotted from information provided by Harry Thomas, Eric Murnane and other forestry workers.

Acknowledgements

Assistance in the preparation of this article was given by Eric and Jim Murnane, Fred Stanford, Mrs Silk of Carlisle River, Mrs Box, Mat Barlow, Mat Johnson, Harry Thomas and Jim Speirs.

THE FYANSFORD RAILWAY

by W. A. Pearce, 85¢ incl. postage

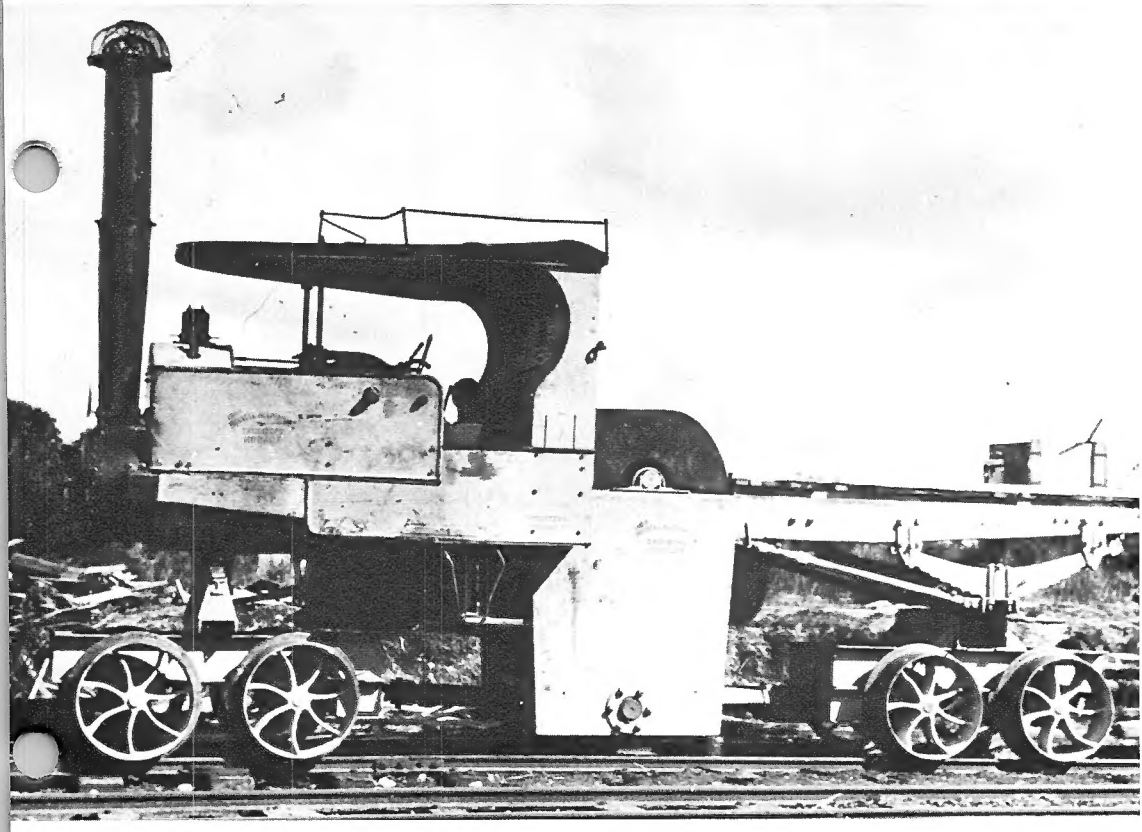
A 17 page article in Industrial Railway Record No.56, including 18 very well printed photographs, map, signalling diagram, locomotive list and historical details.

Available from:

LRRSA Sales Dept., 7 Talaskia Rd, Upper Ferntree Gully 3156

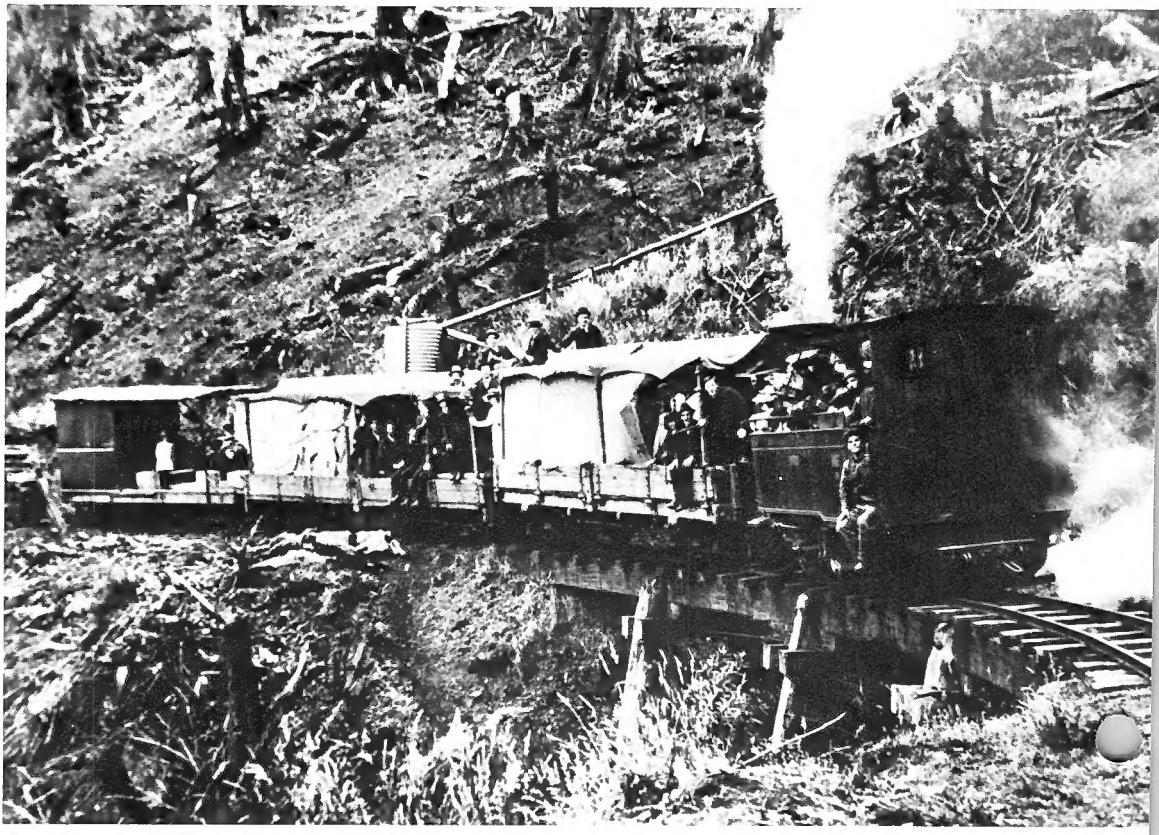
Tasmanian Interlude

Western Tasmania probably had more of light railway interest per square mile than any other part of Australia. There were numerous 2 ft gauge and 3 ft 6 in gauge railways serving mines and mining townships, and a large number of timber tramways in the north. A rack railway, the world's first garratt locomotives, Shay locomotives, Mallets and a Hagan's patent locomotive were just some of the delights to be found in this rugged and spectacular area.

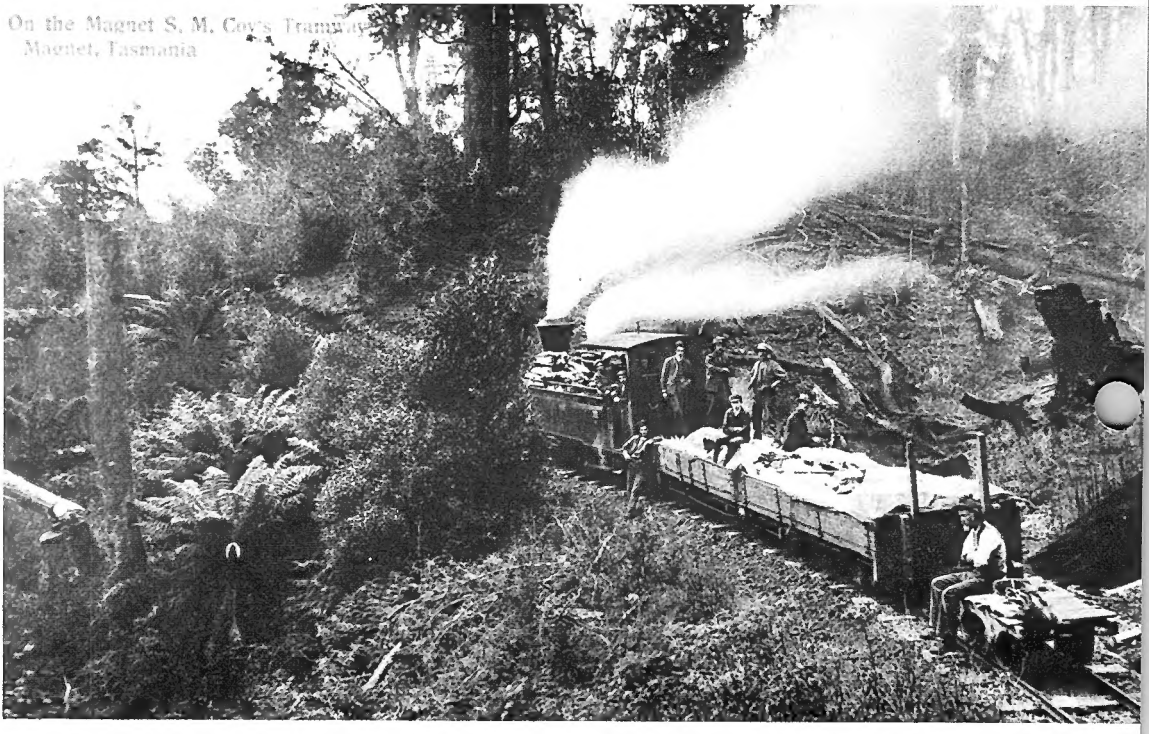


A steam road lorry converted by Russell Allport, Engineers of Hobart, to work on the 3ft 6in gauge Salmon River Tramway in north-west Tasmania. The eight tramway-profile wheels were all driven, by cardan shafts, which can be seen in the photograph.

Photo: Winter's Studio, Burnie



On the Magnet S. M. Co's Tramway
Magnet, Tasmania

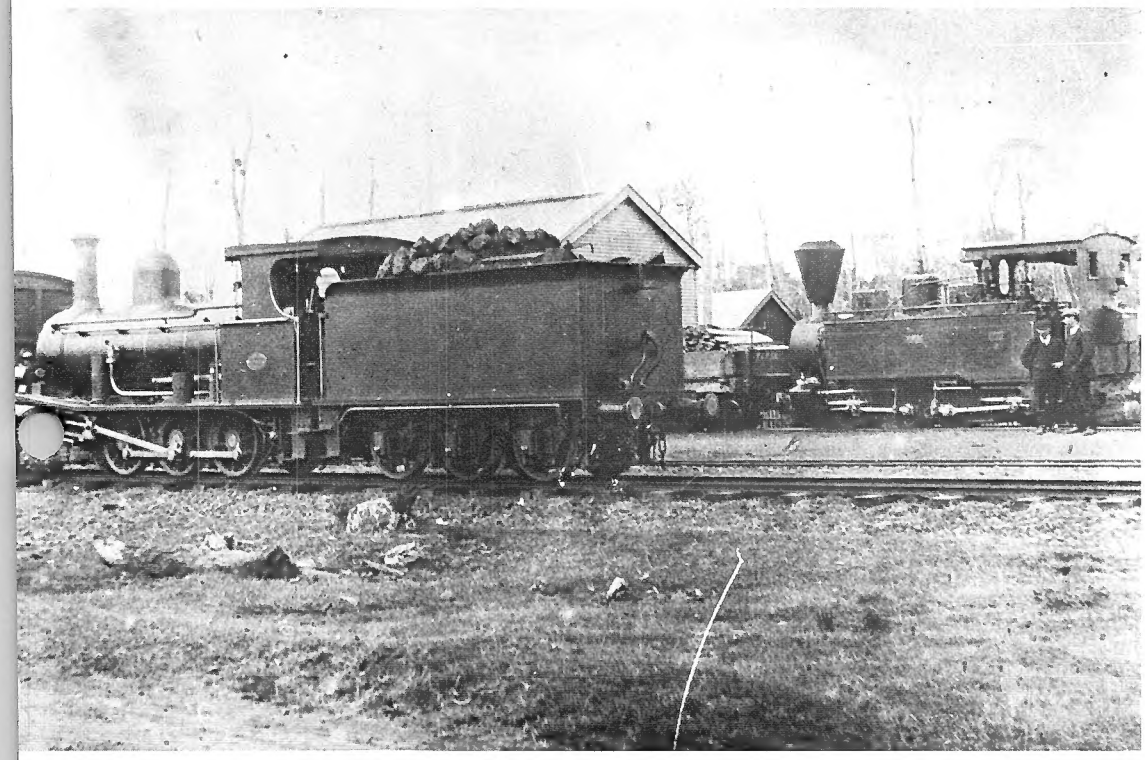


The Magnet Tramway

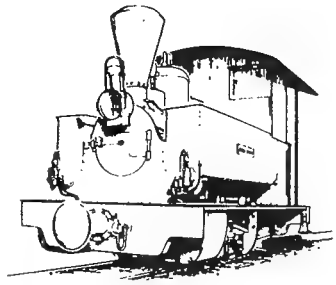
The Magnet Tramway was a ten-mile long 2 ft gauge line running from Magnet Junction, about one-and-a-half miles east of Waratah on the Emu Bay Railway, to a silver/lead mine at Mount Magnet. It was opened on 23 January 1902 and closed in the mid 1930s. It had two Orrenstein & Koppel 0-4-4-0 Mallet tank locomotives, one built in 1901, the other in 1903; and an Orrenstein & Koppel 0-4-0T built in 1901.

Two views of a Mallet locomotive on the Magnet Tramway are shown opposite. (Photos: Winter's Studio, Burnie)

The photograph below shows an E.B.R. 2-6-0 locomotive and a Magnet Tramway Mallet at Magnet Junction. (Photo: E. Langmaid)



Above Regatta Point station. A Tasmanian Government Railways train from Zeehan can be seen in the right hand platform, with a 2-6-0 tender locomotive. On the left is a Mount Lyell Mining & Railway Company 0-4-2 Abt Rack locomotive, while the Mount Lyell Company's train waits in the left hand platform. On the right copper concentrate from Queenstown is being loaded on board the ship.
Below A very early view along the Mount Lyell Railway. Both photos: LRRSA Archives



LETTERS

TRAMWAYS OF TIVOLI COALFIELD

John Kerr's article in LR 59 mentions a Ruston and Hornsby locomotive at Haigmoor Colliery. The works number of this unit is 354040, not that shown on pages 10 and 11, and it was manufactured in 1953. It also appears the colliery concerned was Haigmoor Extended, which is indicated on a listing obtained some years ago by Mr W. Henderson from the Brisbane office of the manufacturer. This list shows that two other R & H locomotives were supplied to this colliery - 30DLU type No. 339196 of 1952, and LBU type No. 387822 of 1955. Both these were 19½ inch gauge whereas the DL20 No. 354040 was 24 inch gauge. The latter was never converted to the 19½ inch gauge used in the colliery, and after lying idle at the mine workshops, it was sold to the Haughton Sugar Company at Giru, in 1958. It was used on the Invicta mill tramlines around Giru, and was subsequently sold (c. 1973) to Simsmetal, Townsville.

No. 387822 was used on the mine's underground system until it was rendered surplus in February 1970 following the installation of a conveyor belt transport system. It was sold that month to Adventureland amusement park at Samford.

I am not aware of the fate of 339196.

It should be explained that by the time of the purchase of these locomotives, Haigmoor Extended was owned by Tivoli Collieries Pty Ltd. The purchase of a 24 inch gauge machine is something of a puzzle, but perhaps the company intended it for other use, or were even contemplating gauge conversion of either the locomotive or the tramway. The latter seems unlikely, but is not impossible.

The illustration on page 9 of the Smith, Forrester and Co. locomotive for Eclipse Colliery, which is the only representation of the machine I am aware of, appears to be an artist's impression of it, and not a very good one. It is obvious its originator did not fully understand the mechanics of the contraption as close scrutiny will reveal certain basic omissions, and a number of curious features. The wheel arrangement appears to be 2-4-0, yet the leading driving wheel shown is flangeless. Perhaps the horizontal wheels for the centre rail were intended to keep it on the wooden tracks. It was stated in the contemporary report that there was double wheel gearing for centre rail traction, but the illustration does not reveal how drive was transmitted to it. Among other curious features is the apparent absence of a steam pipe to the cylinder's steam chest, the two pipes shown extending from the dome towards the smokebox in fact appear to curve down in front of the smokebox where a conventional smokebox door would be expected to open. A wheel operated valve instead of a regulator is another unusual feature.

Other anomolous looking features include springing on only one driving wheel, wheelspokes missing, absence of lagging on both boiler and piping, no fulcrum to operate brake blocks, incomplete valve gear, a whistle with no visible means of operation, no apparent method of injecting water into the boiler, and completely glossed over detail of the rear portion of the unit.

From this I am inclined to deduce that the representation we have of this curious machine was made from its skeleton, sketched some time after it had ended its working life, and that regrettably the artist was not able to reproduce it in entirety.

Perhaps another reader can enlarge upon the known details of this interesting experiment.

John Armstrong,
Chelmer, Queensland.

LOCOMOTIVES OF WALLAROO AND MOONTA (LR 58)

Robert Butrims' most interesting and painstakingly researched article is the first serious attempt that I am aware of to document the mixed bag of locomotives of this now long-defunct South Australian mining operation. He is deserving of the congratulations and thanks of all of us interested in recording the history of this somewhat confusing group of locomotives.

The photographs illustrating the third (Fowler) broad gauge locomotive in its original and rebuilt forms are new and of considerable interest, as is that of the vertical-boilered 0-4-0T on page 16, which on appearances I would suggest is almost certainly the Kitson unit on 5 ft 3 in gauge prior to its gauge conversion. (Note the width of the headstock).

The wooden wheel centres remarked upon do not necessarily indicate its possible local manufacture, as I believe some, if not all the Kitson-built motors built for powering Captain Rowan's steam railcars had these Mansell type wheel centres. This unit appears to have been acquired by Moonta Mines in 1880; it was reputedly built in 1879, but the B/No. is unknown, to me anyway.

The Wallaroo & Moonta Mining & Smelting Co. Ltd was an amalgamation in 1890 of three formerly separate but related operations - Wallaroo Mines, Moonta Mines, and Port Wallaroo Smelters, which latter was involved in the later Wallaroo - Mount Lyell Fertilisers, which possessed two locomotives of their own, not mentioned nor listed in the article. They were:

0-6-0ST Hudswell Clarke 271 of 1884
0-4-0ST Hudswell Clarke 928 of 1910

The former was ex-Tasmanian Government Railways No.B6 which went via Baxter & Saddler, contractors to Mt. Lyell Mining & Railway Co. where it carried the name *Carbine* in 1895-96 and was sold to Hendrickson & Knutson, contractors for the Stanley breakwater in August, 1902 and subsequently to Smith & Timms, contractors for the Yeelanna - Mt. Hope line construction in South Australia. It was acquired subsequently by Wallaroo Mount Lyell Fertilizers in 1921 and scrapped in 1927.

The second engine was sold in December 1927 to Broken Hill North Ltd, Broken Hill, NSW, following completion of gauge widening of the Western Division by the South Australian Railways. It was set aside there in the mid-1930s and was seen lying abandoned in August 1940, but during the second world war was sold to Mt. Isa Mines Ltd, Mt. Isa, Queensland in 1942.

W & M M & S Co. locomotives Nos 3, 5 and 12 were sold to the State Electricity Commission of Victoria in 1925 and were used initially in overburden haulage during the development of the Open Cut at Yallourn and subsequently on similar work at Yallourn North Open Cut (Old Brown Coal Mine) where they were used intermittently until 1934 then stored. The list on page 9 should also be amended in regard to their scrapping which was in 1951, not the late 1930s. According to S.E.C. advice the remaining 3 ft 6 in gauge steam locomotives ex North Yallourn were sold for scrap to Gippsland Timber & Salvage Co., Moe, in October 1951. No. 5 had been withdrawn prior to December 1929, or cannibalized for spare parts for locos Nos 3 and 12.

All three (together with some Perrys) were seen and photographed at Yallourn North awaiting a buyer in April 1947. They retained their Wallaroo numbers to the end. They (and the Perrys ex MMBW Silvan Dam) were retained on standby throughout the second world war in case of need to supplement coal output from Yallourn, but it is not clear whether or not they were used, but if so, they were replaced by diesel-powered earthmovers by 1945.

According to the late Lionel Kingsborough of Adelaide, No.1 Dubs had 9 in x 15 in cylinders, 24 in leading and 36 in coupled wheels and weighed 14 tons. It had a boiler working pressure of 160 p.s.i. It worked at Moonta before transfer to Wallaroo and was converted to 3 ft 6 in gauge in 1894 after the S A R narrow-gauge was extended to Wallaroo/Moonta in 1891. No. 1 allegedly carried the nameplate BERYL, though this may have been applied during Mackenzie & Co. ownership.

No. 2 had 8 in x 14 in cylinders, 30 in coupled wheels and 22 in diameter trailers and weighed 13 tons and had a boiler pressure of 160 p.s.i. It worked at Moonta until converted to 3 ft 6 in gauge after 1891 when it received replacement cylinders of 9 in x 14 in.

The 2 ft 9 in gauge 0-4-0WT arrived at the same time (1889) as the Fowler and *may* have been Beyer, Peacock B/No.2817 of 1887. It was used on a line linking Taylor's Shaft with Rickman's plant. It had 5 in x 6 in cylinders and 16¼ in diameter drivers. These three engines were all converted to 3 ft 6 in gauge by Fred Smedley in or about 1894.

The Kitson motor worked at Wallaroo Mines according to Lionel Kingsborough, who did not record its gauge conversion, however he did mention a geared loco with a vertical boiler nicknamed *Cloud's Folly* which worked at the smelters. This may well be the explanation for the allegation about parts of the Kitson being used to build a locomotive locally. H. C. Cloud was apparently the name of the man in charge of the smelters at the time.

J. L. Buckland
East Brighton, Vic

THE SHALE RAILWAYS OF NEW SOUTH WALES

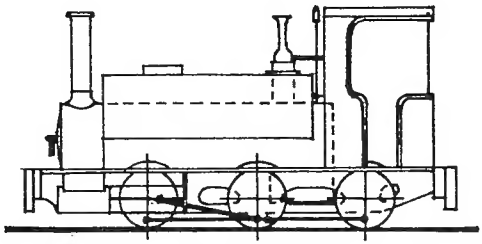
As an expatriate Australian railway enthusiast living in the UK it had seemed to me that there was little research I could do on Australian railways here. However, when I received a copy of *The Shale Railways of New South Wales* I was immediately intrigued by the obvious discrepancies concerning the Andrew Barclay locomotives of the A.K.O.M. Co. of Joadja. The continuing saga in the pages of *Light Railways* and the fact that I visit Andrew Barclay's works in Kilmarnock, Scotland at least once a year made me decide to see if the problem could be solved and Bruce Macdonald, who has given me help from the Australian end, is in agreement with my findings. Although Andrew Barclay still retain their old order books, pre-1899 the information given for particular locomotive may range from voluminous to little more than the cylinder diameter. The bulk of Andrew Barclay's old records (including all steam locomotive drawings and photographs) are now kept by the Glasgow University Archives on behalf of the Scottish Records Office.

From all this the following locomotives are positively identified as having gone to the Australian Kerosene Oil & Mineral Co., Joadja Creek, NSW:

AB 180/1878 0-6-0ST 8x17 in cyls; 30½ in diam. wheels
(Ordered per A.M. Fell, Glasgow)
AB 222/1880 0-6-OST 10 x 18 in cyls; 36½ in diam. wheels
(Ordered per F. Parbury & Co, London)
AB 237/1881 0-4-0ST 10x18 in cyls; 36½ in diam. wheels
(Ordered per F. Parbury & Co, London)
AB 253/1882 0-6-0ST 11x18 in cyls; 36½?in diam. wheels
(Ordered per Charles Parbury & Co., London)

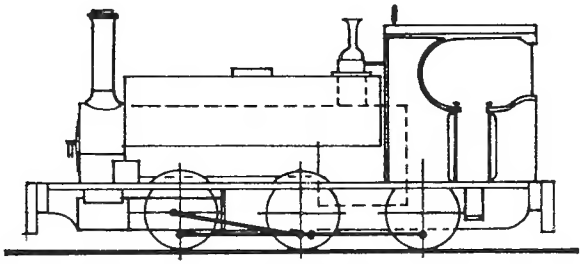
It is quite clear that AB 211/1879 0-4-0ST, (which had 7 x 15 in cylinders and 30½ in diameter driving wheels) ordered per Alexander Bros, London did *not* go to

AUSTRALIAN KEROSENE OIL & MINERAL CO., N.S.W.
LOCOMOTIVES BUILT BY ANDREW BARCLAY SONS & CO.



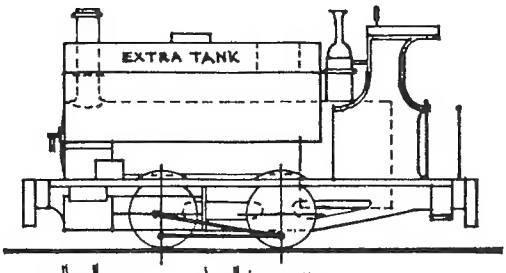
8"X17" CYLS 2'6½" ϕ WHEELS

AB 180/1878



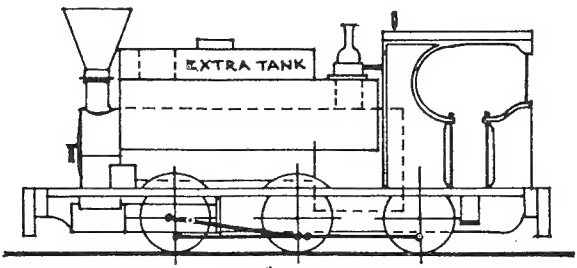
10"x18" CYLS 3'0½" ϕ WHEELS

AB 222/1880



10"x18" CYLS 3'0½" ϕ WHEELS

AB 237/1881



11"x18" CYLS 3'0½" ϕ ? WHEELS

AB 253/1882

0 10 FEET

21-12-77 RTH

A.K.O.M. Co. Its destination is merely noted as 'sent to Australia', but the detailed dimensions in the surviving specification tally with those of a small AB type locomotive that Bruce Macdonald measured when it was in a derelict condition, at Lobster Creek, Tasmania in 1961. As there was no other AB locomotive sent to Australia in 1879 and indeed no other like this one sent at any other time, it would also appear to be the same locomotive as that referred to in David Beck's article on page 13 of LR 57 under Tasmanian boiler records entry 1167, shipped to Tasmania from NSW by Hungerford & Sons about January 1904.

Fortunately the records contain a copy of a letter written in 1881 by Jas. W. Fell, General Manager of the A.K.O.M. Co at 'Joadja Creek' to the agents, F. Parbury & Co., giving his specification for a further locomotive from AB. This letter mentions that the railway already had *two* locomotives from AB, so quite clearly since AB 180 and 222 (for which the records and complete drawings survive) were already there, it follows that AB 211 could not have been. Furthermore, Mr Fell requested that the new locomotive should have four wheels and that 'it is highly desirable that these be placed as close together as possible as the curves on some parts of the road are excessively sharp; owing to this the last engine supplied [i.e. AB 222 which had 10 ft total wheelbase with all wheels flanged as compared to AB 180 which had 9 ft total wheelbase with flangeless centre wheels] does not suit the Joadja Creek end of the line and the object in ordering this one is that she can run on either end of this line, in case one or both of the present locomotives should break down'.

A peculiarity of this third locomotive, AB 237, was that an extra water tank was required (it was in fact a rectangular box that sat on top of the 'oogee' saddletank) to be used for feeding the injector, as with the previous locomotives the water in the saddletank became too hot. It also increased the total water capacity which, Mr Fell observed, 'in the two engines already supplied by Messrs Andrew Barclay & Sons is rather limited'.

The final locomotive, AB 253, was a virtual repeat of AB 222 except that the cylinder diameter was increased by one inch, the centre wheels were flangeless, an extra tank was supplied (similar to that on AB 237) and a spark-arresting chimney was fitted. Unfortunately, no general arrangement drawing survives, but the shipping notes do and these include sketches of all parts of the locomotive (together with overall dimensions and weights) as broken down for shipping.

The identification of the locomotives in the illustrations in *The Shale Railways of New South Wales* now becomes possible, but from these it would appear that the centre wheel flanges were removed from AB 222, which is hardly surprising.

AB 180 is shown on page 47

AB 222 is shown on pages 52, 53, 57, 60 and 62. Note the small circular mark on the left cylinder cover, front end of left side running plate bent down, normal chimney.

AB 237 no view shown

AB 253 is shown on page 50. Note handrail on tank side, flange near base of chimney. The large cylindrical object on the tank top is identical to one on the tank top of AB 237 visible in a photograph taken at Boambee Mill, NSW, c.1912 and sent to me by Bruce Macdonald. It would appear to be the 'sleeve' over the main saddle tank filler that passed through the extra tank (that had been discarded by the time these later photographs were taken).

The enclosed comparative sketches, all based on information in the Glasgow University Archives, of the four locomotives illustrate these points. From the preceding it is clear that AB 222 went to Bonville and AB 253 to Allen Taylor & Co.

The history of the small 0-4-0ST shown on page 59 of *The Shale Railways of New South Wales* has been fully outlined by Bruce Macdonald on page 24 of LR 53. It appears from information supplied by the Industrial Locomotive Society that Murray & Patterson of Coatsbridge, Scotland built only two locomotives: 203/1885 and 205/1886 (apparently numbered in sequence with steam engines for industrial plant etc.). No. 205 completed in January 1886 had 9 in diam. cylinders and was 3 ft 6 in gauge. It was ordered by Jas. Letham of Coatbridge for use in San Domingo (whence 203 had already gone). How or why it came to Queensland is not known.

TASMANIAN DISCOVERIES (LR 57)

The Meyer articulated illustrated on page 14 of LR 57 was Andrew Barclay 1303 of 1913. Although ex-works on 8 January 1913, the builder's plate was dated 1912. It was ordered by the Huon Timber Co Ltd, London and shipped to Hobart, Tasmania on the SS *Rualine*. I can offer no explanation for the reference number 6237 - it does not appear in any AB records.

Incidentally, AB's order book has a note on this locomotive dated 15 February 1922 that 'When in London in December 1922, Mr Bell learned this loco was working in Malaya'.

LOCOMOTIVES OF WALLAROO & MOONTA (LR 58)

There is every indication that the 2 ft 9 in gauge 0-4-0WT locomotive, later converted to 3 ft 6 in gauge (described on page 3 of LR 58) was in fact built by Beyer Peacock & Co. Their records show that 3057 of 1889 was a 0-4-0 tram, 2 ft 9 in gauge, for A. L. Elder & Co. According to Bruce Macdonald this firm were agents in Adelaide at that time and so there is every probability that this was the locomotive at Wallaroo. Beyer Peacock used the term 'tram' to describe their own very similar works loco *Dot* and the similar locos they built for the Lancashire & Yorkshire Railway's Horwich Works tramway.

According to Kitson's records the Glenelg & South Coast Tramway Rowan car carried their builder's number (tram series) 5/1879 and was built to the order of the Scandia Co. Possibly it was on trial on the G & S C T when that line closed. The photograph of the vertical boiler locomotive on page 16 appears to me to be 5 ft 3 in gauge. Note the distance between the rails, the further line is catching the light underneath the locomotive. Further-

more the wagons are of longer wheelbase pattern than those in the background of the photo at the top of page 12, but are identical to the 5 ft 3 in gauge wagons used in the days of the horsedrawn railway between Kadina, Wallaroo and Moonta. Photos of these, in the South Australian Archives, are well known - two of them carry Archives' reference Nos 7904 and 7906. The vertical boiler locomotive is by no means too big to have been the motor portion of the Rowan car. The Victorian Railways' ones were larger (and indeed later converted to 3 ft 6 in gauge). Wooden wheel centres of the type on the locomotive were widely used in Great Britain in the second half of the nineteenth century - to the patented design of Richard Mansell. They have been used on light locomotives, so it is not inconceivable that Kitsons would have used them on a railcar.

PERRY LOCOMOTIVES (LR 52)

Further to John Buckland's letter on page 23, I visited BHP's limestone quarry at Rapid Bay, South Australia in January 1965. Although the 3 ft 6 in gauge railway system had been abandoned for several years, two Bo Bo electric locomotives, identical to those used at Iron Knob, were still there. I noted that they were built by Perry Engineering, had Metropolitan Vickers type 124W motors and were identified by the numbers EL1 and EL2. Although I cannot now swear to it, I am sure that these numbers were on the maker's plates and would therefore by Perry's builders numbers rather than fleet numbers.

Richard Horne
Croydon, Surrey, England

PORT MELBOURNE TRAMWAY

An old map in the Latrobe Library dated 1860 shows a pair of thick black lines running up Bay Street, Port Melbourne from the Town Pier, turning into Ingles Street, crossing the Hobson's Bay Company's line just north of the 'proposed Raglan Street station' and turning towards Melbourne parallel with the railway. At this point the edge of the plan is reached.

A precursor of the Port Melbourne gas works line?

R. J. Jeffries
Camberwell, Vic

REFERENCES

I would not wish to prolong the debate about references other than to point out the need to ensure that the references actually represent what the author saw. Thus one doubts R. K. Morgan actually saw *Queensland Heritage* when his reference fails to mention that it was the November 1970 issue, pages 14-20, copies of which are probably still available from the John Oxley Library, William Street, Brisbane. In the case of the article on The Mill at Mungarr in LR 56, I believe that it should be made clear that the author did not himself see the references cited, but rather, I believe, Mr George Bond's copies of the notes from those references taken by David Bailey and myself. Errors can easily creep in as information is copied, and it is misleading to suggest one is quoting a source, when one is actually quoting someone else's quotation of that source. Otherwise the references become fictitious to a degree.

John Kerr
St. Lucia, Qld.

Back Page A very early view of the base of the Mount Lyell haulage, near Queenstown, Tasmania; showing a 2ft gauge Krauss locomotive.

Photo: LRRSA Archives

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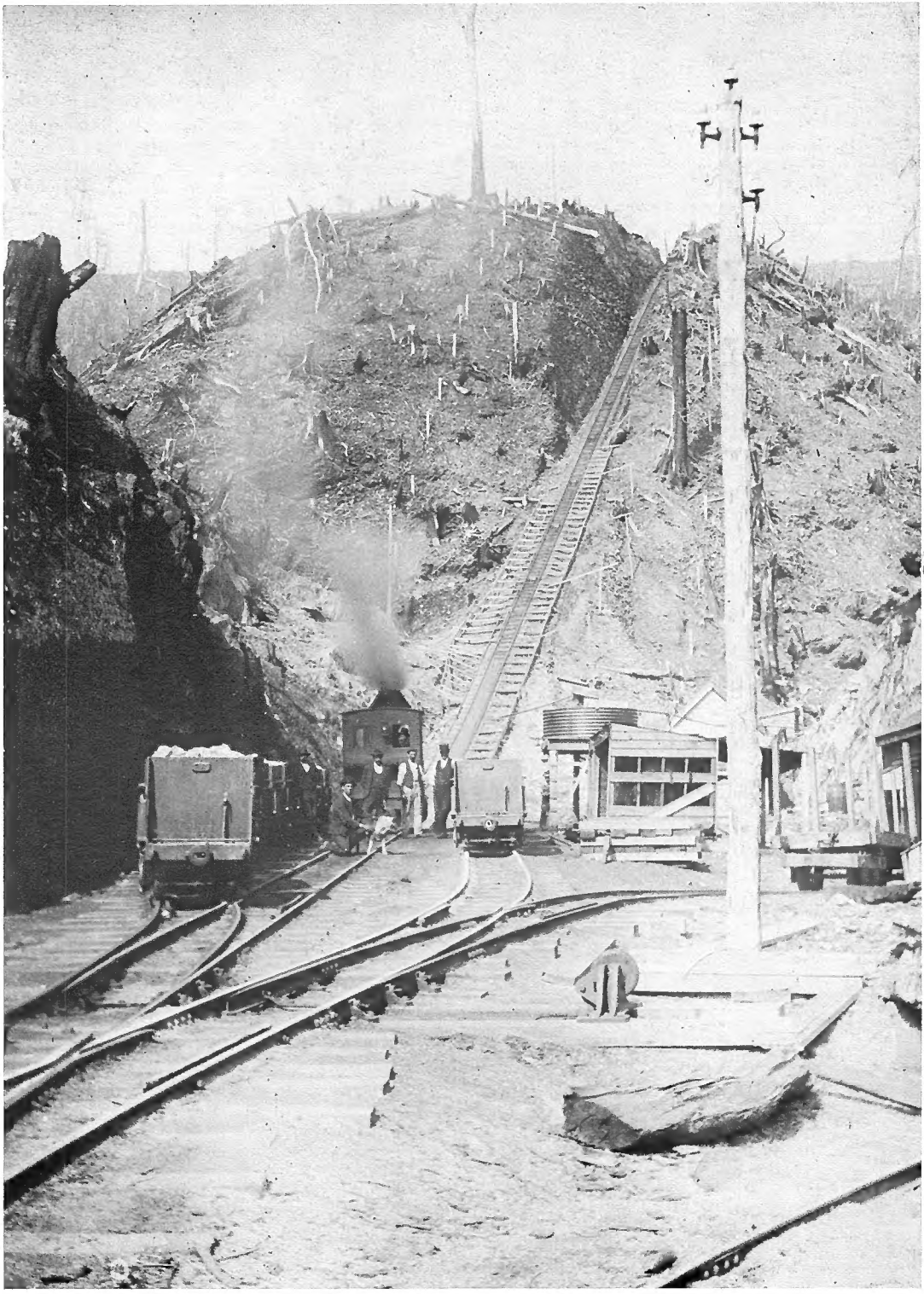

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